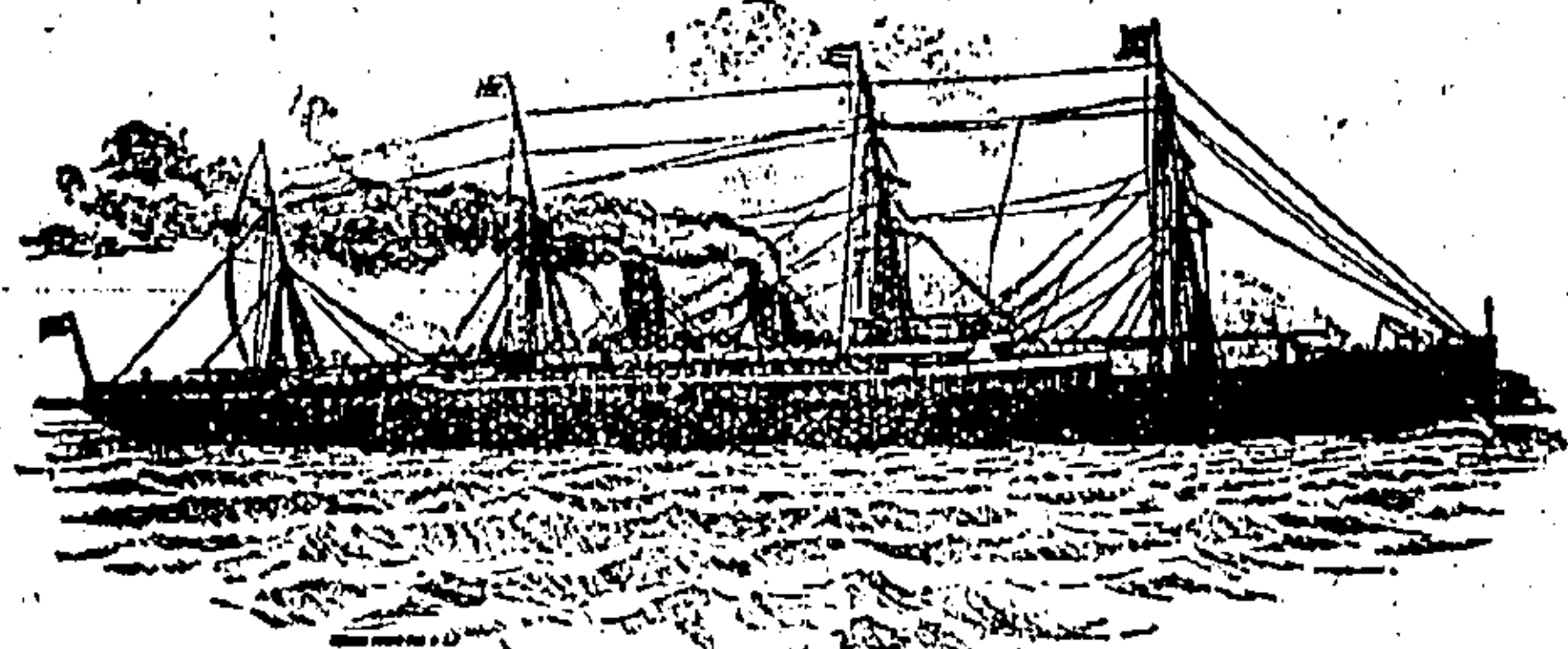


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 14th November, at Daylight.
"NIPPON MARU".....	6,397 ".....	TUESDAY, 24th November, at Noon.
"SIBERIA".....	11,284 ".....	WEDNESDAY, 2nd December, at Noon.
"COPTIC".....	4,352 ".....	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	6,397 ".....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GAELIC".....	4,205 ".....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,397 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 19th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through tickets to Europe have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.
Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 10th November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,425 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
CANADIA.....	ANTWERP AND HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th Nov.	Freight.
Wagner.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	21st Nov.	Freight.
MARBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec.	Freight.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec.	Freight.
Borck.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec.	Freight.
ARAGONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th January, 1904.	Freight.
NURNBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	About end of December.	Freight.
Amuria.....	NEW YORK via SUEZ.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,138 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,260 ".....	A. W. Dixon.
"HANKOW".....	3,073 ".....	C. V. Lloyd.
"KINSHAN".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. } Sunday
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....2,19 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SVINAM".....588 tons.....Captain B. Branch.
"NANNING".....569 ".....C. Butchart.
"TAK HING".....618 ".....R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP.....	JAVA PORTS via MACASSAR.	November 12	SHANGHAI, KOBE and YOKOHAMA.	November 16
TJIMA.....	Do.	December 2	Do.	December 5
TJIPANAS.....	YAMANA and KOBE.	November 21	S'PORE, JAVA PORTS and MACASSAR.	November 24

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

HOTZ, S'JACOB & CO.

Telephone No. 201.

Hongkong, 6th November, 1903.

[1163e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, 106 HOUSE STREET,
Between Queen's Road and Des Voeux Road.
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Luncheon Service for Guests.

For Terms, apply to

THE MANAGER

Hongkong, 1st November, 1902.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.6 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

GO TO THE
KOWLOON HOTEL,

FRANK F. JEWELL, KOWLOON. J. W. OSBORNE,
Manager. Proprietor.

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.NOTICE is hereby given that AN EXTRA-
ORDINARY GENERAL MEETING

of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 18th day of November, 1903, at NOON, when the SUBJOINED RESOLUTIONS which were passed at a Meeting held on the 31st October, 1903, will be submitted for confirmation as SPECIAL RESOLUTIONS:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be a sum not exceeding \$8,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Dated this 2nd day of November, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

[1319e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the undermentioned Batteries, on the dates as specified opposite, at moving targets towed across the entrance to Junk Bay between Devil's Peak and Futau Chau at a range of 1,800 to 2,000 yards and at targets towed down Junk Bay above Futau Chau at a range of about 4,000 yards:—

Lyemum (Redoubt and Pak-sha-wan), 12th November, 1903.

Lyemum (Pak-sha-wan and Sai-wan), 13th November, 1903.

Practice will commence at about 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 5th November, 1903.

[1332e]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

[1914]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEAR" guarantee given to every purchaser.

40, QUEEN'S ROAD.

Watson's Building.



PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,

3, DUNDRELL STREET.

1st September, 1903.

[650e]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1119e]

MADAM FLINT & CO.

IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED

during the Summer Months.

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED - - WATERS.

THE WATER we use is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING ABSOLUTE PURITY.

ENGLISH EXPERTS Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co., LIMITED.
ESTABLISHED 1841.

TELEPHONE NO. 46.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣

TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355d]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
If communications intended for publication in this paper, they should be addressed to the Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor in return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 11, 1903.

PORTUGUESE LEGATIONS IN THE FAR EAST.

In the current number of our local Portuguese contemporary, *O Porvir*, certain trenchant remarks appear on the subject of the creation of Portuguese embassies in Tokio and Peking. The journal remarks that, according to a royal decree, the Portuguese Government has at last created permanent legations in Peking and Tokio, and it is said to have nominated at their head, respectively, Messrs. José de Azevedo Castello Branco and Batalha de Freitas. As for the Portuguese legation in Japan, it might be considered an unqualified waste of money and an intility of the first order, since there is no large Portuguese community in Japan whose protection necessitates such sacrifice, nor has Portugal in the Land of the Rising Sun interests of such vast magnitude that call for the luxury of being represented there, apart from the fact that this step is not reciprocated by Japan, which has not a resident minister in Lisbon. Our contemporary, therefore, feels unable to congratulate the Portuguese Government upon the establishment of the legation in Tokio where, for Portuguese interest, it would more than suffice had a consul of the first class been appointed to look after his national affairs. Regarding the legation in Peking, the circumstances of the case are different, because, notwithstanding that there is not a large Portuguese community in the Chinese capital, there are, nevertheless, many subjects of that nation scattered throughout the ports of China open to international trade, a large and important community at Shanghai, and a still very important colony in the south of the Celestial Empire with which Portugal must hold constant commercial and official relations. The *Porvir* proceeds that "on account of the interests of our colony, which has questions still pending of the highest importance to be solved with the neighbouring empire of which it forms, so to speak, an advance guard, it is incumbent on us to have attached to the Chinese Court some one who will guard those interests and properly and zealously defend and promote them." For these reasons, the Portuguese journal is in agreement with the idea of the establishment of an embassy in Peking, the expediency of which it was one of the first to point out and admit. It, however, objects, in no equivocal terms, to the appointment, as Portugal's Envoy Extraordinary to the Chinese capital, of Senhor Castello Branco. The grounds for the journal's objections are that, as ambassador extraordinary and negotiator of the last Portuguese treaty with China, the Minister had not given proof that he will properly discharge the duties of an important and difficult mission. It points to the failure of the first embassy as disclosed in the documents printed in the *White Book*, and assigns the cause of that failure to the great want of tact and diplomatic skill displayed by the Portuguese Envoy. We have previously seen that the treaty referred to was rejected by the Chamber of Deputies in the Portuguese metropolis.

We are still doing business at 31, Des Vaux Road, LeMunyon.—Advt.

A CHINESE recently employed by Mr. C. E. LeMunyon has been found guilty of stealing from his employer. He left the shop in Des Vaux Road at the end of September, and Mr. LeMunyon having missed a camera, value \$125, got a warrant for his arrest. Inspector Gould took the case in hand, and found the prisoner in possession of a century camera, a roll holder, pair of binoculars, and photographic appliances, of the total value of \$322.43. Mr. LeMunyon identified the articles as his property, and at the Magistracy this morning Mr. Sercombe Smith sent the prisoner to gaol for six months for stealing the camera, and gave him another six for taking the other articles, the sentences to run consecutively.

REPORTED MISHAP TO H.M.S. "AMPHITRITE."

On Monday morning news was received in the Colony to the effect that the first class cruiser *Amphitrite* had met with a slight mishap while steaming in the Southern waters of the China Sea. Nothing appears to be definitely known although it is stated that the vessel had run aground while steaming from the vicinity of Hongkong to Singapore. It is evident that she has not sustained any serious damage or her correspondent at the Southern port would have informed us by wire, and having regard to the fact that she is now on her way to Hongkong, where she is due to arrive in a few days, it is apparent that there is not much matter in the report, although she will be docked on arriving in the Colony. She was last in port on the 26th ult., and proceeded that day to Mirs Bay from where she must have gone on to Singapore.

LOCAL AND GENERAL.

THE dead body of a Chinaman found near 208 Des Vaux Road West, has been discovered to be plague infected.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—Advt.

ON the voyage of the S.S. *Madeleine Rickmers* up from Bangkok, she passed a sunken fishing boat in lat. 16° 15' N., 110° 40' W.

MR. A. W. Brewin, Registrar General, accompanied by Mrs. Brewin, returned to the Colony from Europe by the *Pyræus* this morning.

THE master of the steam launch *Kwong Lai* was fined \$15, or in default, fourteen days' imprisonment, at the Magistracy to-day for neglecting to exhibit a bright light on board his vessel, visible all round, while at West Point last night.

H.E. Ko Fong-shih, arrived in Kweilin, the capital of Kwangsi, on the 27th ult., having travelled overland from Nanchang, the capital of Kiangsi. H.E. according to the same telegraphic advices, took over his seals of office on the 1st inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.

—Advt.

ON October 1st—The Director of the Mint at Washington purchased 7,000 ounces of silver on account of Philippine coinage at an average of 59 9-16 cents delivered at San Francisco.

It is interesting to note that the Navigating Officer of H.M.S. *Forster*, which arrived at Sandakan quite recently, discovered, whilst crossing the bar at the entrance to Sandakan Bay, one foot and a half more water than indicated in the Ship's chart.

We learn that, on the arrival of the s.s. *Prinz Heinrich* from Singapore this morning, two of the passengers were arrested at Kowloon by the police. On inquiry it being made it appears that the measure was due to a mistake and the persons in question have since been liberated.

It is interesting to note, in connection with the progress made by the Federated Malay States, that Negri Sembilan's out-pout of tin has increased 19 per cent., and that quite recently an estate of 400 acres of rubber sold for \$300,000. Certainly very satisfactory signs of advancement.

ON the night of 8th ult., a violent squall came up from the South-East accompanied by very heavy rain which drove right in under the houses on the hill. The incident is worth recording as being a rare relief of the awful storm experienced here on the same night just one year ago.—R. N. Herald.

By kind permission of Major Radcliffe and Officers, the Band of the 33rd Burma Infantry will play at the following programme at the Kowloon Hotel, during dinner, to-morrow evening:—

BAND PROGRAMME.
March—"The Stars and Stripes" (Sousa).
Pavane—"La Lettre de Manon" (Gillet).
Selection—"A Chinese Moonbeam" (Talbot).
Song—"The Light of Ages" (Crombie).
Valse—"Schubert's Melodien" (An. by Kappay).
Valse—"April Morn'" (Bosch).
March—"Shannon Dance" (Kearney).

If you want a first class photo of yourself you can get it at LeMunyon's.—Advt.

It is reported from Peking to the effect that should there be no trouble with Russia it is the intention of some of the members of the Grand Council to advise the Empress Dowager to send Viceroy Yuan Shih-kai down South as Viceroy of the Two Kwang provinces, vice Viceroy Tsén, taking with him foreign-modelled army, and also to recommend General Ma Yü-kun, who is now Provincial Commander-in-Chief of Chihli, as Commander-in-Chief of Kwangsi province, with the privilege of also taking down with him his own army corps of 25,000 men.

A PEKING dispatch states that certain Censors, disappointed of receiving adequate "presents" from the high provincial authorities of the Two Kwang provinces, have begun picking holes in the military plans of Viceroy Tsén Chün-hsien regarding the rebellion in Kwangsi province, and lately a strongly worded memorial of a Censor denouncing Viceroy Tsén for various misdemeanours was suddenly presented to the Throne, asking for his removal from office and examination into charges made against him. The Empress Dowager, however, ignored the memorial.

We are still doing business at 31, Des Vaux Road, LeMunyon.—Advt.

A CHINESE recently employed by Mr. C. E. LeMunyon has been found guilty of stealing from his employer. He left the shop in Des Vaux Road at the end of September, and Mr. LeMunyon having missed a camera, value \$125, got a warrant for his arrest. Inspector Gould took the case in hand, and found the prisoner in possession of a century camera, a roll holder, pair of binoculars, and photographic appliances, of the total value of \$322.43. Mr. LeMunyon identified the articles as his property, and at the Magistracy this morning Mr. Sercombe Smith sent the prisoner to gaol for six months for stealing the camera, and gave him another six for taking the other articles, the sentences to run consecutively.

REPORTED MISHAP TO H.M.S. "AMPHITRITE."

On Monday morning news was received in the Colony to the effect that the first class cruiser *Amphitrite* had met with a slight mishap while steaming in the Southern waters of the China Sea. Nothing appears to be definitely known although it is stated that the vessel had run aground while steaming from the vicinity of Hongkong to Singapore. It is evident that she has not sustained any serious damage or her correspondent at the Southern port would have informed us by wire, and having regard to the fact that she is now on her way to Hongkong, where she is due to arrive in a few days, it is apparent that there is not much matter in the report, although she will be docked on arriving in the Colony. She was last in port on the 26th ult., and proceeded that day to Mirs Bay from where she must have gone on to Singapore.

ARMED ROBBERIES.

Details of a very determined armed robbery in the New Territory have been reported to the police at the Central Station. It seems that at midnight on 18th ult. four or five men boarded a dinghy at Lung Shan Wan, in the New Territory, and rowed to a fishing boat. They "held up" the crew with a revolver, beat the master until he was unconscious and then bound him and his foks and locked them in the hold, after which they decamped with a \$50 bill, articles of clothing, a trunk and sails of the total value of \$805. They cut the ship's cable and left the vessel to float down stream. Last week P.C. Barr arrested two men, said to have been concerned in the robbery, at Shaikwan, and subsequently two others were captured as having taken part in an armed robbery at Po Tai O last month, when a gang of desperadoes armed with iron bars and knives broke into a dwelling house, bound a man, and his wife and stole money, jewelry, and clothing, valued at \$104. Inspector Robertson now has the matter in hand.

ALLEGED MALICIOUS PROSECUTION.

MALICIOUS ACTION IN COURT.

At the Supreme Court this morning, the Puisne Judge, His Honour A. G. Wise, heard an action brought by Su Hin Shung, a broker, of 200, Queen's Road Central, against Cheung Wan Chow, a trader, of 178, Reclamation Street, Yaumati, to recover the sum of \$1,000 damages for malicious prosecution.

In the statement of claim it was set forth that, on or about the 19th August last, the defendant maliciously and without any reasonable and probable cause preferred a false charge of the larceny of promissory notes to the value of \$4,300, and goods to the value of \$3,300 against the plaintiff and caused him to be arrested thereon; and on the 20th August presented him before Mr. Sercombe Smith, when plaintiff was remanded to Victoria Gaol until the 24th August. After several further remands the charge was heard and dismissed.

The defendant's statement was to the effect that he denied the charge, was preferred maliciously and without any reasonable and probable cause, or that the same was a false charge, or was prosecuted before Mr. Sercombe Smith. He admitted the several remands and ultimate dismissal of the case.

Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist appeared for the plaintiff, and Mr. O. D. Thomson, represented the defendant.

THE NEW LAW COURTS FOR HONGKONG.

For some three months past there has been re-ewed activity on the vacant land lying between the Queen's Statue and the City Hall, and the outline of the new buildings can now be readily traced by means of the brick walls which are daily increasing in height. H.E. the Governor will lay the foundation stone to-morrow afternoon, and it will be of interest to learn a few particulars of the proposed Courts. The building, consisting of the new Law Courts, Land Offices, etc., will, when completed, form a very valuable addition to the architecture of the city. The site lies between Des Vaux Road and Chester Road, and is adjacent to the cricket ground on the west side. The designs for the buildings were prepared by Messrs. Aston Webb, R.A., and E. Ingress Bell, F.R.S.A., of 19, Queen Anne's Gate, London, the Consulting Architects to the Government of Great Britain, and the work is being carried out under the supervision of Mr. H. A. Fisher, A.R.I.B.A., of the Public Works Department.

The style that has been adopted is, as might be expected, purely classic in feeling, following the English school and with details of a Greek character. The pile will form not only one of the largest but one of the finest erections in the Colony, the beauty and skill portrayed in the design being far in advance of anything to which we have been accustomed.

The ground floor of the structure will be occupied by various offices for the officials of the Courts, including spacious apartments set apart as Land Offices, and separate rooms for the Registrar, the Deputy Registrar and their respective clerks, and also for the Bailiffs. On this floor also is a Prisoners' Receiving Room with a separate entrance, and cells in connection, and there are special staircases leading to the docks of the large and small Courts on the floor above. There are two large entrances for the general public, both on the west side of the building, and these communicate with the several offices by means of spacious corridors. Access for the public to the first floor is provided by two wide staircases. On the east side is an entrance for the Registrar and other officials, and a separate doorway is provided for the use of the Judges.

A lift, which will be worked by electrical power, will be provided in addition to a private staircase, for the convenience of the Judges and other officials who may be using the upper floors. The official portions of the building throughout are carefully kept distinct from those to which the general public have access.

On the ground floor ample accommodation is also provided for the safe custody of official records.

There is a small basement in which are situated the furnaces, boilers, etc., for the heating of the building, which will be on a hot water system at low pressure, with radiators in all rooms and corridors. The system is arranged in four separate sections in order that only such portions of the building as are necessary need be warmed at any one time.

The large Court is placed in the centre of the first floor and is surrounded by the smaller rooms and corridors, so that no sound from outside the building may penetrate while the Court is sitting. This is a large and lofty apartment lighted by means of four large semicircular windows placed high up, each being twenty-eight feet in diameter, and four small circular windows. Ample space is provided for members of the legal professions, for the jury, witnesses, reporters, &c., as well as the usual accommodation for the Judge and prisoners, and there is a large space also reserved for the use of the public.

There will be four pairs of massive granite columns ranged along the walls supporting the large dome above, and these will add considerably to the handsome and imposing appearance of the Court. The height of this chamber, from the floor to the ceiling of the dome, will be forty-eight feet.

There is a smaller Court on this floor for the use of the Puisne Judge, wherein also ample accommodation is provided. This apartment is placed on the north side of the large Court, from which it is separated by a wide corridor, and is well lighted by casement windows opening on to the colonnade.

The south end of this floor is occupied by a spacious Library for the use of the Judges and officials, which is also in communication with the colonnade. The Library is surrounded by a wide overhanging gallery.

There is a large number of rooms on this floor grouped around the Central Court, and set apart for the use of counsel and solicitors, and there are also waiting rooms for witnesses and consultation rooms for the convenience of litigants. In addition to these, there are separate retiring rooms for each of the Judges, besides the jury room, and efficient lavatory accommodation is provided throughout.

The second floor is reserved for officials of the Court. Access is gained by a continuation of the official staircase from the ground floor, and by the lift. Here are situated large offices for the accommodation of the Attorney General, the Crown Solicitor, and their respective staffs of clerks, and a considerable space is set apart for the storage of books, etc.

The internal walls are to be built of red bricks, the main piers supporting the dome and some other portions will be of granite. The external walls will all be faced in finely punched white granite, all of which is being carefully selected for the purpose. The whole building will be of fireproof construction, and has been designed with a view to efficiently withstanding the ravages of white ants. The floors throughout are formed in concrete and steel, all the metal being well protected by casings of concrete and asbestos plaster. The Small Court and Library will be covered with red tile roofs; the smaller rooms and corridors with concrete slabs, and over the centre of the

building a large dome of some forty feet span is cleverly placed on four massive granite piers. These are connected by heavy arches of brickwork in cement from which springs the inner dome, forming the ceiling of the large Court. Above this again rises the drum of the external dome, consisting of granite-faced walls supported on steel framing and surrounded by detached columns. From the base of the drum eight steel trusses spring, supporting the stone lantern at the top, and which are united on their outer surface with steel framing filled in with concrete, and covered externally with cast granolithic slabs, forming the outer surface of the dome.

Internally, the walls of the various rooms will be finished in plaster, and there will be glazed tile dados to all lavatories and corridors. The ceilings will be ornamented in plaster, which will be formed with asbestos where necessary for protection from fire. The floors throughout except to lavatories will be finished with hardwood blocks laid in preservative composition, and the lavatories will be paved with ornamental tiling. The staircases will all be constructed in granite, with ornamental wrought iron balusters and polished wood handrails. The joinery throughout will be in teak, and has all been specially designed for the building.

The whole of the interior of the building will be amply lighted by means of electric glow lamps, and great attention has been given to the warming and ventilation of each of the several apartments.

The principal elevation of the structure will face towards the west, and will consist of a single Ionic order some forty-five feet in height, forming fifteen bays with attached columns and square angle piers. The piers are interconnected by semicircular arches supporting the floors of the colonnade above with ornamental balustrades and moulded copings, all in granite. Between the piers and the main walls on the ground floor is a wide colonnade entirely surrounding the building except for a small portion on the east side. This colonnade is spanned by a series of semicircular arches which support the walls and floor above. The upper colonnade runs round the greater part of the first floor, above which is a balcony to the second floor, access to both being afforded by folding casement doors. The colonnades will be finished with finely punched granite walls and arches, and tessellated pavements. The centre portion of the west elevation is surmounted by a pediment containing one semicircular opening, around which are grouped the Royal arms, and the whole is crowned by a statue of Justice standing nine feet high. Behind this pediment rises the square base of the central dome, which is terminated at each angle by a graceful pinnacle built of granite. From this base the drum of the dome ascends, consisting of a circular Doric order, the intercolumnar spaces being pierced with windows. Above this rises the graceful outline of the dome, the whole being surmounted by a handsome granite lantern, terminating at a height of over one hundred and thirty feet from the ground, in a boldly carved Tudor crown.

The elevations on the north, south and east sides will be similar in character to that on the west, but without the pediment—each façade being finished with a parapet wall and granite balustrade.

COINERS AND COUNTERFEITERS IN CANTON.

FORGING H. S. B. BILLS.

(From Our Correspondent.)

Canton, Nov 10th.
Colonel Yeung the Commander of the Shamien Guard, has just made a most important capture, having succeeded in tracking a well organised gang of coiners and banknote counterfeiters. For some time past, large quantities of false coin and spurious bank-bills had been put into circulation here, and though it was known that these were manufactured somewhere in this city, the culprits acted with such cunning that all previous attempts to trace them had come to naught. The coins, imitations of the Hongkong currency and bearing the effigy of Her Late Majesty Queen Victoria, are well stamped and difficult of detection. The notes are counterfeits of the bills of the Hongkong and Shanghai Banking Corporation and, though printed on bad paper bearing no watermark, they might pass muster with Chinese when placed in a bundle of good ones. All these notes, on which the printing is fairly accurate, though waiting in the *finisse* of the originals, bear the forged signatures of G. E. Noble, Chief Manager, and J. Whittey, Chief Accountant, and the £ bearing a face value of \$10 are dated, 1st March 1890. Colonel Yeung raided a cash shop, which he had been watching for some weeks, yesterday at noon, captured two men and seized 300 counterfeit notes of various face values. The name of the shop was "Wong Long and the arrested men are Wang Ah Ying and Liu Ah Koon. I would like to draw attention to the untiring energy of Colonel Yeung who, for many years, has faithfully served the European community here and whose courtesy to foreigners is proverbial.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Heinrich*) to-morrow.

American (*Nippon Maru*) 13th inst.

Tacoma (*Olympic*) 14th inst.

French (*Armand Behier*) 16th inst.

Indian (*Arratoon Apar*) 16th inst.

American (*Siberia*) 20th inst.

Australian (*Eastern*) 21st inst.

Indian (*Laysan*) 23rd inst.

Tacoma (*Tacoma*) 4th prox.

The Apar Co's s.s. *Arratoon Apar* from Calcutta left Singapore for this port this morning.

The T. K. K. Co's s.s. *Nippon Maru* with mail, &c., left Shanghai for this port to-day, at 11 a.m., and is due here Friday afternoon.

The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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TELEGRAMS.

(Reuters.)

The Somali Expedition.

LONDON, 9th November.

The *Telegraph's* Aden correspondent wires that the advance of the force in Somaliland is postponed until 14th instant, when the British and Italian warships will be at Obbia and ready to co-operate.

Germany and Turkey.

It is significant that the German Ambassador was the only diplomatist received by the Sultan of Turkey on his birthday, last Friday.

The Kaiser.

The latest bulletin of the condition of the Kaiser is good. The wound will take eight days to heal.

Suicide of the Italian Minister of Finance.

The new Italian Minister of Finance has committed suicide with a revolver owing to the socialist's bitter attacks on his own moral character and his son's dissipation.

Birthday Honours.

Mr. Kershall, the late legal adviser of the Malay States, has been made a C.M.G.

THE "EMPRESS"—"KIANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 6th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai, the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiff and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

(Continued from yesterday.)

Mr. White-Cooper, continuing, said that at 9.30 p.m. the cruiser's course was S. W. by W. 7/8 W. the equivalent to this was S. 65 W. true. At that time the course of the Empress was S. 64 W. At 11 p.m. the cruiser's course was S. 65 W. showing that she had edged out a little from the coast. The course of the Empress at 11.30 p.m. was S. 68 W. which showed that she had edged in a little. The explanation for these slight variations was that the cruiser was passing outside while the Empress was passing inside Pedro Blanco Island. This was an important point as the defendants in their answer described the two courses as divergent, while in the evidence he would produce it would be shown that the courses were convergent. He could not say so absolutely but as far as he could ascertain the Empress' course was inside the Pedro Blanco Island. Those on the Empress would, he believed, say that they saw the stern light of the Kwang Tai ahead about 3 points on their starboard bow. When those on the Empress first saw the stern light of the cruiser it was right ahead and as she came nearer and nearer it appeared on the starboard bow so that the cruiser was on the inside and the Empress on the outside course. After watching the cruiser's stern light for a couple of hours those on the Empress had plenty of time to make up their minds what to do. There was no question that they should have borne in mind the Regulations for Preventing Collisions at Sea. (Counsel here read article 24 of the Regulations which provided that a vessel overtaking another should keep out of her course. Article 22 provided that a vessel which was directed by these rules to keep out of the way of another vessel, should, if circumstances permitted, avoid crossing ahead of the other.) Counsel would deal with these regulations more fully after dealing with the evidence of the other side. He had shown what was the duty of those on the Empress. Now those on the cruiser were no more taken by surprise than those on the Empress. Their ordinary duty was laid down in Article 21 which provided that if a ship overtaking another had altered her course she must show to the Court that she had good reasons to do so and the alteration must be of a proper and right kind. These rules were so simple and well known that it was only necessary to say a few words about them. The Empress was bound to keep clear of the cruiser and the cruiser was not to hamper or defeat the object of the Empress by any unjustifiable alteration of her course. He would here observe that failure to carry out these regulations was evidence of negligence for which the vessel was responsible. The evidence for the cruiser would be given by the officers on watch on the bridge. The quartermaster on the wheel was also on the bridge as according to this model the wheel was on the bridge. The steam steering gear was in close contact with those on the bridge. The evidence of those on the cruiser would show that they saw the two masthead lights of the Empress in a direct line and when she came nearer they saw the two side lights opening out at the same time. They had not the Captain of the cruiser there but the officer would tell them that the Captain did the right thing and gave no order to alter the course of the cruiser. The Empress came nearer and nearer and those on the bridge reported a steamer coming up but again no alteration was made in the course of the cruiser, for they had reason to suppose that the Empress, which was overtaking them, would eventually alter her course. As the cruiser was not permitted to alter her course she expected that the Empress would observe article 24 of the Regulations. The Empress came straight on, striking the cruiser on the port quarter with her starboard bow and grazed along the side of the cruiser smashing her boats, but otherwise doing no more damage than a few hundred dollars' worth. As soon as the collision had actually occurred the Captain of the cruiser gave the order to port the helm

but the ships were in actual contact. The stern of the Empress was in contact with the port side of the cruiser and driven by a terrific force the propeller must have struck the cruiser and cut a hole in her. He could not at the moment say positively that a hole was actually cut as the diver whom he sent to Swatow had lost all his gear in the late typhoon and could not ascertain the fact. Immediately after the collision they knew that the Empress did the right thing and rendered every assistance. The greater portion of the crew of the cruiser was taken off in the boats of the Empress and the remainder in the boats of the cruiser which were fit for navigation. The Captain remained on the bridge to superintend the embarkation; when all had left the cruiser he came down and was on the gangway on his way to the boat when the cruiser sank and he went down with her. The Captain was carried down in the same way as others were carried down. Such were the facts of the case. The cruiser was not undermanned like some Ocean tramps but had 50 men on each watch, who were mustered before each watch. These men were placed in different parts of the ship. The usual regulation lights were burning brightly. They agreed as to the state of the weather and they also agreed that the stern light of the cruiser was seen 8 or 9 miles off. The cruiser saw the light of the Empress also, a long way off. The fact was that the lights were burning brightly.

Mr. Sharp said that if it would be of any assistance to his learned friend, he would admit that the lights were all in order.

Mr. White-Cooper said they also agreed that the Empress was the overtaking vessel within the meaning of Article 24. He thought they also agreed as to the site and time of the collision. The mast of the cruiser was still above water.

Mr. Sharp said that he did not attach much importance to the point but it should be remembered that an hour and a half elapsed before she sank. He agreed as to the position where she was now lying.

Mr. White-Cooper put in the bearings published by the Customs as to the position of the wreck; and continuing said that it appeared from the answer that there was one great point in which they disagreed and this was as to whether the cruiser had altered her course. Unfortunately there was always a great deal of divergence in the evidence given in collision cases. He did not suggest for a moment that Captain Marshall came there to fabricate stories but there was always a great difference between what people did in one ship and the impression they formed on people in another ship. (Counsel here pointed out the discrepancies between the preliminary act of the Empress and that of the Kwang Tai. Counsel also pointed out at some length the discrepancies between the logs of the two ships.) Counsel urged that they considered that they were entitled to assume that this large and powerful steamer which was overhauling them would pass clear. In this case their witnesses were all Chinese and they were in that way under certain disadvantage and he hoped the Court would make every allowance on that account. In the case of interpretation much of the facts was lost and their evidence would not have the effect of the evidence of Captain Marshall, but it was the facts that they wanted to get at. However, as these facts were given through Chinese translation he hoped the Court would bear that fact in mind. Counsel then called.

Captain Mah who stated that he had been deputy commander of the Kwang Tai for about 20 years. He had been over 20 years in the Chinese Navy. He was on board the cruiser on the night of the collision. (Witness was here examined as to the build, etc. of the cruiser.) The crew was 178 all told. There was no foreigner on board. His watch was from 4 to 8 p.m. All the lights were properly fixed and burned brightly. At the time of the collision he was in his cabin. He was awakened by some noise. He went on deck and then on to the poop. He saw the starboard side of the Empress, grazing the cruiser's port side. (Witness here with the aid of the model showed how the ships collided.) He saw the stern part of the Empress touch the port quarter of the cruiser. He inspected the damage done and found a big hole on the port quarter and the water coming in. The hole was under the water line. The water was gaining on the ship and he gave orders to work the pumps. He eventually went on board the Empress. The cruiser sank stern first. The boat produced was the deck log-book. The fair copy of the log was lost, as also the engine log.

Mr. White-Cooper informed the Court that an alteration had since been made in the log without his knowledge by one of the officers.

In his cross-examination witness said that when he went on deck the Empress was already alongside the cruiser. He did not see the starboard of the Empress touch his projecting guns. They stopped the engine and when the Empress swung, her stern struck the cruiser. The cruiser could not be easily steered. He was on board the Empress for 40 minutes before the cruiser sank. The cruiser was deeply loaded. He could not say anything about the log after 8 p.m. He passed the Lammocks about 4 points.

By the Court—When he came on deck the engine had already been stopped.

On the Court resuming after lunch the following evidence was taken.

Quartermaster Cheng Yu was then called. As he entered the box with his cap on, he was requested by his Lordship to remove it. After being sworn, he stated, in reply to Counsel, that he was employed as quartermaster on the Kwang Tai. He was on duty on the night of the collision from 10 to 12 o'clock. He was on the bridge; his duties were to attend to the wheel. He was alone—on coming on duty he received orders as to his course, viz. W.S.W. He received these instructions from the person he relieved at the wheel. From that time up to the hour when the collision took place, he had not received any orders to alter

his course. In fact, from that time, until the time of the collision, he never altered his course. He would not dare to alter his course without orders. He remembered the time of the collision, about 11.45. As soon as the ship struck, the Captain ordered the engines to be stopped. As regards ships answering their helm, he knew they would not, when they collide. He did not see the collision. He left the wheel at 12.30 and went off the bridge. Although he could not tell the exact time, he knew the Kwang Tai could answer her helm very quickly; but he could not say how long it would take to take her 6 points off her course.

Counsel here asked witness whether the ship's ram would make any difference in altering her course. His Lordship here asked Counsel whether he considered the witness an expert in nautical matters, and the question was therefore not answered.

Continuing his examination, witness stated that whilst he was at the wheel he saw no junks nor fishing boats on his course. He left the cruiser at one o'clock.

There was no clock by the wheel. He knew it was 11 o'clock when he got the order to change the course as he looked at his watch at the time. Besides this, the officer told him it was 11 o'clock when he gave his orders. The officer told him the time to enable him to inform the man who relieved him.

His Lordship: Did the officer say "Change your course" at eleven o'clock or did he say "When eleven o'clock comes change your course"?—It was 11 o'clock; then the officer ordered him to change his course.

He knew it was eleven o'clock because the officer told him. The officer always gave him the time when he gave him an order to change the course of the vessel. The officer did not invariably look at his watch when he gave an order. Witness had his watch with him. He could tell the time. (Witness proved to the Court that he really could, on being asked to state the time by his watch.) The hours were struck by bells on Chinese men-of-war. Six bells were running at 11 o'clock. He often checked his watch with the bells.

Chan Kin Tong, unable to speak English, said he was 3 d officer on the Kwang Tai belonging to the Nanyang Squadron. He had been 5 years in the Navy. When the collision occurred, it was a starry night. He was on the bridge at the time. He had been all the time of his watch, from 8 to 12, on the bridge. On the bridge with him were the Captain, Navigating Lieutenant, also a gunner and a quartermaster. On watch, in other parts of the vessel, there were two men on the forecastle and two astern; another one was on the lower bridge. Before 11 o'clock they were going W.S.W.; this course was altered, after 11 to W. by S. 3/4 S. The light was fixed in a manner that the back was screened by sheet iron. (Witness here demonstrated to the Court what he wished to convey.)

By his Lordship—The light was hung by a rope. The lantern was a round one. The fitting of the light was done in the dockyard and not on the ship. Witness knew to which point they were steering and could give the course. He did not know where they were bound to and the Captain was not in the habit of telling them; he only gave them their course. Just prior to the collision he was standing on the flying bridge and the captain on the other. The Captain did give an order just as the other ship was coming up. As the ship was seen approaching, the matter was reported to the captain who said that he should keep his course. It would be about 11 o'clock when the ship was coming up. It should have been shortly before 11 o'clock. What happened at the time of the collision was that he saw lights of a steamer coming up; it was at 10.40. He first saw a white light. He continually saw the lights up till 11 o'clock. A quarter of an hour afterwards he saw a light at the masthead. By the white light he meant the lights at the masthead. He took those lights to be those of an overtaking steamer. He saw the red light shortly after the collision. He did not see both lights simultaneously; he saw all three lights gradually. He was not continually watching, simply watching from time to time. The vessel was approaching during all that time. He saw no change nor alteration in the ship's course from the time he first saw her until the time of the collision. The other ship was coming up from behind all the time. The lookout man on the stem of the ship reported that another vessel was approaching and the Captain said "all right." He witnessed the collision. Witness here described how the vessels collided later. The Empress steamer struck the Kwang Tai just aft. (Models of ships' hulls were produced and the relative positions of the vessels described, and the portions of the vessels which first came in contact with each other.) The distance would be about eight feet from the stern. Witness knew there was a hole made in the Kwang Tai. It was below the lower deck. That hole was made by the Empress of India. He wished to infer the starboard propeller. The Captain was directing the navigation of the Kwang Tai. The head light was astern when he saw it. True astern. He only saw one light on the masts of the Empress and that was dead astern. He frequently turned round and watched the Empress. Every time he turned around, the Empress was still aft. He saw the green light first then the white and green lights; the Empress was still astern. He saw all the lights together about ten minutes after the collision. He was of opinion that the Empress came without any change in her course from the time he first saw her until after the collision. The bow of the Empress came within a few feet and had already begun to swing. The top projecting spar was just scratched a little. After the impact, both vessels drifted away from each other. The Empress went off the cruiser did not move. This was in all probability due to the helm of the Empress. He did not know whether the foremast of the Kwang Tai was broken or not. He did not know either, whether the bowsprit of his vessel was broken. He is prepared to swear that his starboard bow did not strike the

starboard bow of the Empress in such a position as suggested. He maintained, however, that the boats came side by side thus causing the collision. He solemnly swore to that. He heard no shouting from the Empress, before the collision, to port about. He remembered orders being given by the Captain at 11 o'clock to change the course to W. by S 3/4 W. The Captain only gave order about changing the course. He did not know whether it was the custom of the Captain to ask what time it was every time he gave an order. The Captain did not shout out. The Captain did not speak to him.

By the Court: The Captain only came upon the bridge occasionally. The Captain was on the bridge when the light was first seen; he then went below and shortly afterwards came on the bridge again. He does not remember where the Empress was when the order was given to port as he was very excited at the time. He had to go down below just then, so he did not remember whether his vessel turned over to starboard. He was on the bridge at the time of the collision—when the course was changed at 11 o'clock he would say the Empress was then four or five miles distant. He cannot explain how it was he only saw one white light. He was sure he did not go down until after 11 o'clock. He first came up from that watch shortly after 10. He was ten minutes away from the bridge.

Chang Si, sworn, said he was the navigating second lieutenant. He had been two months on the Kwang Tai as navigating lieutenant. He had served 17 years in the Navy. On the day of the collision his watch was from 8 to 12. On the bridge, besides himself, there were the Captain, three lieutenants, a quartermaster and a gunner. The tide was then running towards the short at about two knots. He was quite familiar with the course taken by his vessel. The book now shown him was the log-book. It is kept in the bridge. A fair copy is kept in the Captain's room and is in the Captain's handwriting. It was his duty to keep this log from the hours of 8 to 12. He made the last alteration in counsel's office. He went on duty at 8 o'clock. The Captain was then on the bridge. He had no particular station assigned to him on the bridge. When the collision occurred he was standing near the compass. The compass was close to the wheel. He was on the bridge all the time from 8 to 12. The Captain was already on the bridge. The course taken was S. by W. 1/2 W. He obtained his course from his predecessor on duty. The course was altered at 10 o'clock. At 10 o'clock the deviation was 5° W. His course would take him outside Pedro Blanco. The course was laid down by the Captain. He next took his bearings at Breaker Point. The collision occurred before he took his bearings at Breaker Point. He is familiar with the regulations for preventing collisions at sea. He first saw the lights of the Empress at about 11 o'clock. The light he first saw was the masthead light. His attention was not called to the lights by any of the men; he saw them first himself. As the ship approached he saw no other lights. He did not keep watching the steamer coming up; he only looked around occasionally; he saw the green and red lights; the vessel was dead astern. He thought she would be about 8 miles off. When he saw the red and green lights the vessel was four or five miles away. He heard her reported from the man on the watch at the stern. He first made his report about 11.15 p.m. He does not report to the Captain. The 3rd Lieutenant reported to the Captain. The Lieutenant was told to keep his course. He heard the Captain say "all right" so he knew he heard the report. By that time the Empress was quite close and was getting closer and closer. The Captain did not seem to show any anxiety when he saw this steamer drawing closer up to him. He did not then think there would be any collision; he knew it was the vessel's duty to keep out of the way. He knew this from the regulations. He did not recollect hearing the Captain give any orders to alter his course; when the Captain desired to alter his course he gave the order direct to the man at the wheel occasionally. The bridge is comparatively a small affair. About 20 feet wide. Orders given by the Captain to the man at the wheel could easily be heard. He could form an opinion from watching the Empress' lights, that her course was being altered. She was directly astern. Just before the collision, his vessel was steaming about 9 knots. He had been looking at the Empress for a long time before the collision occurred. Their course was almost parallel. After the first shock of the impact the vessels did not come in contact again but kept on. His vessel ported her helm. The order was given by the Captain just when the collision took place. He heard the Captain give orders to port the helm besides stopping the engines. There was a telegraphic apparatus from the bridge to the engine room. At this stage the Court adjourned.

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	109 9/16
Bank Bills, on demand	109 1/4
Credits, 4 months' sight	110 1/10
D/M's 4 months' sight	110 1/10
ON BERLIN, (demand)	111 1/2
ON PARIS, Bank Bills, on demand	2 2/3
Credits, 4 months' sight	2 3/4
ON NEW YORK, Bank Bills, on demand	43 1/2
Credits, 30 days' sight	44 1/2
ON BOMBAY, Telegraphic Transfer	134
On demand	134 1/2
ON SHANGHAI, Telegraphic Transfer	7 1/4
Private 30 days' sight	7 1/2
ON YOKOHAMA, T.T.	8 1/4
Sovereigns, Bank's Buying Rate	\$11.22
Gold Leaf 100 touch, per tael	50.30
Bar Silver	78 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:	Per chest
MALWA NEW	900/940
" LAST YEAR	960/1,060
" OLDEST	1,080/1,120
PATNA NEW	1,120
BEVARIS PAPER	1,120
PERIAN (FAPER)	780/800

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HALLOONG,"
Captain Evans, will be despatched for the above Port, TO-MORROW, the 12th instant, at 11 A.M.
For Freight or Passage apply to
DOUGLAS, LAURIE & Co.,
General Managers.
Hongkong, 11th November, 1903. [1344e]

ROYAL HONGKONG YACHT CLUB.

THE GENERAL MEETING of the Royal Hongkong Yacht Club will be held in the CRICKET PAVILION on THURSDAY next, 12th inst., at 6 P.M.
P. H. CAMPBELL,
Hon. Secretary.
Hongkong, 11th November, 1903. [1351e]

HONGKONG GUN CLUB.

THE ANNUAL COMPETITION for the CHAMPIONSHIP will be held on FRIDAY AND SATURDAY, the 13th and 14th instants.
The Members will be AT HOME to THEIR FRIENDS on SATURDAY, the 14th, from 1.30 P.M.
A. TURNER,
Hon. Sec., Gun Club.
Hongkong, 11th November, 1903. [1352e]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, CONNAUGHT ROAD, CENTRAL, on TUESDAY, the 24th day of November, at Noon for the Purpose of Presenting the Report and Statement of Accounts to the 30th of September, 1903.
The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th November, both days inclusive.
J. W. KEW,
Manager.
Hongkong, 11th November, 1903. [1353e]

FURTHER REDUCTION IN FRESH AUSTRALIAN BUTTER.

Try our Fresh Australian Butter.
We do not put up the butter in prints here as many others do, after importing it in lumps. We are now offering this article at a very low price—80 cents a roll.
Quality will speak for itself.
Special terms to Messrs. Boarding Houses, Hotels, and large Consumers.
H. RUTLAND JEE,
No. 5, D'AGUIAR STREET,
and
36 and 38, Elgin Road, Kowloon.
Hongkong, 11th November, 1903. [1354e]

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND
IN THE MATTER OF THE PETITION OF THE FEDERAL REFINING COMPANY, A CORPORATION ORGANIZED UNDER THE LAWS OF THE STATE OF NEW JERSEY IN THE UNITED STATES OF AMERICA, AND HAVING ITS OFFICE IN NEW YORK CITY, UNITED STATES OF AMERICA, FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR "IMPROVEMENTS IN THE PURIFICATION OF SUGAR BEARING MATERIALS AND CLEANSING COMPOSITIONS FOR THAT PURPOSE."

NOTICE is hereby given that the PETITION, DECLARATION and SPECIFICATION required by Ordinance No. 2 of 1902 have been duly filed in the Office of the Colonial Secretary and that it is the intention of the said FEDERAL REFINING COMPANY by DEACON AND HASTINGS, their Solicitors and Agents, to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention at a sitting of the Executive Council to be held at the Council Chambers, Victoria, Hongkong, on Wednesday, the 11th November, 1903.
Dated the 7th November, 1903.
DEACON AND HASTINGS,
Solicitors for the Petitioners.
[1355e]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.

THE Company's Steamship

"PURNEA,"
Captain F. W. Packham, will be despatched as above on TUESDAY, the 17th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 11th November, 1903. [1349e]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD,

Captain R. Heintze, will leave for the above Places TO-MORROW, the 12th instant at Daylight.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.
Hongkong, 11th November, 1903. [1356e]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

To-day's Advertisements.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI)

THE Steamship

"SULLBERG,"
Captain Meyer, will be despatched for the above Ports on SUNDAY, the 22nd November, at Daylight.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 11th November, 1903. [1348e]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain J. G. Offlent, will be despatched for the above Ports on TUESDAY, the 17th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 11th November, 1903. [1340e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAURIE & Co.,

General Managers.
Hongkong, 11th November, 1903. [1350e]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M.

All Claims for damage must be sent in before the 23rd November, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.
Hongkong, 11th November, 1903. [1353e]

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central, Hongkong.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH-BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 12th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"VANGTSE"	On 12th December.

S.S. "ACHILLES" left Singapore 7th inst. a.m. and is due here 12th inst.
S.S. "PROMETHEUS" left Singapore 10th inst. p.m. and is due here 17th inst.
S.S. "DANFA" has arrived and leaves for Japan and Pacific on 11th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TANTALUS"	On 10th November.
*GENOA, MARSEILLES & L'POOL	"NINGCHOW"	On 20th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'POOL & ABERP.	"HYSON"	On 8th December.
*LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, L'POOL & ABERP.	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'POOL & ABERP.	"DARDANUS"	On 31st January.

S.S. "NINGCHOW" from Tacoma via Japan is due here 15th inst.
* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 11th November.
all PACIFIC COAST PORTS, via	"PELEUS"	On 30th November.
NAGASAKI, KOBE and YOKOHAMA.		
S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG (DIRECT)H	"HANGCHOW"	9th November, at 5 P.M.
TIENSIN	"KWEIYANG"	9th "
SHANGHAI and DALNYI	"NINGPO"	10th "
MANILA	"SUNGKIANG"	11th "
KOBE	"CHANGSHA"	13th "
MANILA	"TSINAN"	17th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duty
qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th November, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger		
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 6th November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Nov. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 15th Nov.
FOR ANPING	"MAIDZURO MARU"	K. Akashi	SUNDAY, 15th Nov.
FOR FOCHOH	"ANRING MARU"	J. Poto	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 22nd Nov.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China
and Formosa and are fitted with all modern improvements. Excellent accommodation is
provided for 1st class passengers, and a duty qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's
steamers from Shanghai.For Freight, Passage, and further information, apply at the Co's Local Branch Office, at
No. 5, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 10th November, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duty qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8.30 p.m. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommodation

for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH,

DEPARTURES from Hongkong, on Week

Days, at 7.30 A.M.; on Excursion Sundays,

at 8.30 A.M.; from Macao, Week Days at about

2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including

cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Tiffin and Dinner either on

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach

Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

FOR KOBE, NAGASAKI AND

WLAJDIWOSTOCK.

THE Steamship

"KOWLOON,"

Captain Stehr, will be despatched for the

above Ports, on FRIDAY, the 13th November,

at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 31st October, 1903.

HONGKONG, 31st October, 1903.

HONGKONG, 31st October, 1903.

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HONGKONG, 31st October, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as
above on or about WEDNESDAY, the 18th
November.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 22nd October, 1903.

HONGKONG, 22nd October, 1903.

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HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
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WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

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GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Fies, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset, in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen, stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scilecias, Black, Backs, &c.

WM. POWELL, LTD.,

DRAPERS.

MORE NEW GOODS.

DAINTY FANS, PURSES,
CHATELAINE BAGS.
SILK AND FLANNEL BLOUSES.

DENTS GLOVES.

CHIC NECKWEAR.
NEW VEILINGS.
LACE STOLEs.
WINTER JACKETS.

GENTLEMEN'S

Dancing Pumps, Dress Shirts,
Gloves and Ties.

SMART HIGH GRADE BOOTS.

30 different shapes and kinds,

Perfect Style and Finish.

The Best is always the Cheapest.

TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, GBOQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,
MANAGER.

October 24th.